

1. Government & Industry Affairs
2. Corporate Communications/ Media & IR
3. Philanthropy / CSR
4. Technical & Regulatory Affairs ( Environment )
5. **Technical & Regulatory Affairs ( Safety )**
6. LATAM Marketing & CS
7. Strategic Research & Planning
8. Human Resources Accounting Administration

#### Group's Main Activities

- Sept 4 – RX350 NCAP test, TMC 7K mtg on alcohol, TMC CRS mtg
- Sept 5 – Alcohol WG, CANCAP WG mtg
- Sept 6 – ACAT, ESC, containment WG mtgs
- Sept 7 – Uranishi-san briefing
- Sept 10 – CIRM mtg, Esc WG
- Sept 11 – ACAT/NHTSA mtg, TTC/TMA communication mtg, TMC/TMA mtgs on ES350
- Sept 13 – NHTSA/TMC/TMA mtg on ES350 mats, LATCH WG, SPC mtg
- Sept 14 – Alcohol WG
- Sept 17 – Scion Xd LINCAP test
- Sept 18 – Performance mngmnt training, CIREN mtgs with TMC
- Sept 19 – Trip to Wake Forest Toyota CIREN ctr, highlander NCAP/LINCAP test
- Sept 20 – WFU mtgs, Scio xD NCAP
- Sept 21 – TMA/TMC CIREN wrap up, Alcohol WG mtg
- Sept 24 – Tundra conf call TMA/TTC/TMS, GM/CAT mtg
- Sept 25 – TMA job interviews
- Sept 26 – NHTSA mtg, CChips Board mtg, file recall ES350
- Sept 27 – Safe Kids conf speech, CChips mtg

## 5. Technical and Regulatory Affairs - Safety

### (1) Regulatory

- **FMVSS 214: Side Impact Protection Final Rule Issued** – NHTSA finally released its long anticipated final rule, which mandates new test conditions, including quasistatic door crush, a moving deformable barrier, and severe oblique pole tests, incorporating the new SID-IIs (D) and ES-2re side impact dummies (i.e. 5th female and 50th male). Of concern is the rule's new lead time of only 2 years, with a phase-in beginning Sept 1, '09 (w/ 4-year phase-in at 25/50/75/100 %). The Alliance Side Impact WG is meeting to review the rule's contents, and TMA and TMC are quickly aligning Toyota's positions. [Antenna, sustainability]
- **Compatibility - GM/Toyota 'CAT' Research** – GM and Toyota discussed a new research direction to consider the offset moveable deformable barrier (MDB) under development by TMC to improve SUV/Car crash compatibility. As previously reported, cooperative development of a full width MDB resulted in a lack of ability to fully represent critical features of a vehicle-to-vehicle impact, and was therefore ended. A new offset MDB timeline will be finalized soon. [Antenna, sustainability]



### (2) Enforcement/Recalls/Compliance/Assessments

- **Tundra IIHS Side Impact Test Rated "Good"** – After TMA's successful negotiation with IIHS to test PU trucks, IIHS tested the Tundra, and preliminary results indicate a "Good" score is likely. Therefore, coupled with its "Good" ratings for front and rear testing, the Tundra will be a candidate for IIHS's "Top Safety Pick" designation. Results will be formally announced in mid-November, along with other OEM test results. [Antenna, Risk Management, Messaging]
- **Lexus ES350 All Weather Mat Investigation** – TMA and TMC (CQE) met with NHTSA top management to discuss the open investigation. NHTSA had been speculating that the reports of a trapped accelerator pedal was due to a 'vehicle' issue, however TMA noted that the issue is instead due to mat configuration, and only occurs when owners do not secure the mat with the retention clips. To address NHTSA's concerns, TMA proposed conducting a field action on the '07 ES350 and Camry to alert owners, and to replace the mats. NHTSA agreed with the proposal, so we filed a recall notice with NHTSA on Sept 26<sup>th</sup>. [Antenna, Risk Management]



### (3) Research

- **TMC Sponsored Research** – VT, TMC and TMA discussed the conclusions from the "Pelvic and Thoracic Injury Biomechanics in Side Impact" research project. VT concluded that the human arm provides protection to the thorax when the arm is aligned with the rib cage - this could be beneficial in understanding/improving dummy arm/thorax designs for side impact protection and vehicle evaluation. [Sustainability]

### (4) Other

- **In-Vehicle Alcohol Interlocks/Toyota Asked to Chair WG** – TMA-DC was recently asked by the Chair of the U.S. Alcohol Interlock Blue Ribbon Panel (BRP) to act as Chair for the Technical Specifications WG, to lead this portion of the activity in the US. TMA believes this is a good opportunity for Toyota, and would also help tie-in JAMA activity, so we are discussing with TMC for its support for TMA in this new role. In addition, TMA met with TMC 7K in Washington to discuss TMC's related work in Japan, and discuss potential next steps for Toyota, to determine strategies for coordinating Toyota's global efforts. [Antenna, messaging, sustainability]

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